TABLE 6-1

Transportation-Related Land Use STRATEGY PACKAGES for *URBAN AREAS*

STRATEGY DESCRIPTION	**Urban Level 1** *(Performance Goal:* <10,000 annual VMT/HH)*	**Urban Level 2** *(Performance Goal:* 10,000 - 13,000 VMT/HH/yr.)*	**Urban Level 3** *(Performance Goal:* 13,000 - 16,000 VMT/HH/yr.)*	SUPPORTIVE FACTORS
STRATEGY CHARACTERISTICS:				
1. **Strengthen Downtowns** Single or predominant city center that incorporates a primary employ-ment center, with supporting housing, commercial, and region-serving public/cultural uses	**Locate significant retail, office, conference, housing, public service and entertainment activities downtown.**	***Same as for Urban Level 1***	***Same as for Urban Level 1***	- Direct pedestrian routes to surrounding neighborhoods - Pedestrian facilities within the downtown - Excellent local and regional transit connections - Commercial buildings oriented to the sidewalk
2. **Develop Concentrated Activity Centers** Primary employment concentrated in a limited number of carefully planned centers with functionally-integrated complementary uses, including residential units	**The number of Concentrated Activity Centers will vary with the size of the jurisdiction and the metropolitan area.**	***Same as for Urban Level 1***	***Same as for Urban Level 1***	- Auto-oriented uses discouraged for internal circulation - Pedestrian facilities - Provision of services for employees - Transit service - Proximity to residential areas

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	STRATEGY CHARACTERISTICS:			
3. **Encourage Mixed-Use Development** Mixed-use residential and commercial development. Vertical and horizontal mixed-use (e.g., within and between buildings)	**Goals for larger sites; minimum % of gross floor area:** ***Office center:*** **- Office 45%** **- Retail 10%** **- Public 5%** ***Retail-cultural center:*** **- Retail, hotel, entertainment 30%** **- Office 10%** **- Public 10%** **- Residential 5%** ***Neighborhood center:*** **- Residential 20%** **- Retail 15%** **- Public 15%** **- Office 10%** ***Residential area:*** **- Residential 30%** **- Retail 10%** **- Public 10%** **- Office 5%**	**Goals for larger sites; minimum % of gross floor area:** ***Office center:*** **- Office 40%** **- Retail 10%** **- Public 5%** **- Residential 5%** ***Retail-cultural center:*** **- Retail, hotel, entertainment 25%** **- Office 10%** **- Public 10%** **- Residential 10%** ***Neighborhood center:*** **- Residential 20%** **- Retail 15%** **- Public 15%** **- Office 10%** ***Residential area:*** **- Residential 35%** **- Retail 10%** **- Public 10%** **- Office 5%**	**Goals for larger sites; minimum % of gross floor area:** ***Office center:*** **- Office 35%** **- Retail 10%** **- Public 5%** **- Residential 10%** ***Retail-cultural center:*** **- Retail, hotel, entertainment 25%** **- Office 10%** **- Public 10%** **- Residential 10%** ***Neighborhood center:*** **- Residential 30%** **- Retail 15%** **- Public 15%** ***Residential area:*** **- Residential 40%** **- Retail 10%** **- Public 10%**	- Pedestrian and bicycle facilities - Interconnected street pattern - Services within walking and bicycling distance of workplaces (1/4 to 1/2 mile)

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STRATEGY CHARACTERISTICS:				
4. **Encourage Infill and Densification** Infill development creates clusters of higher residential density and adds employment to jobs-poor urbanized areas	**Density** at a minimum of **32 or more dwelling units/net** residential acre, on average.	**Density** at a minimum of **22 or more dwelling units/net** residential acre, on average.	**Density** at a minimum of **18 or more dwelling units/net** residential acre, on average.	- Pedestrian and bicycle facilities - Interconnected streets - Employment centers and retail services near residential clusters - Transit service to residential clusters
5. **Increase Density Near Transit Corridors** Compact residential and commercial uses within 1/4 to 1/2 mile of major transit corridors	***Residential density:*** minimum of **50 dwelling units/net**[1] residential acre, on average. ***Commercial intensity:*** minimum of **330 employees** per net commercial acre, except theaters and hotels. **(Floor Area Ratio (FAR) of 2.0).**[2]	***Residential density*:** minimum of **32 dwelling units/net** residential acre, on average. ***Commercial intensity:*** minimum of **310 employees** per net commercial acre, except theaters and hotels**. (FAR of 1.9).**	***Residential density:*** minimum of **22 dwelling units/net** residential acre, on average. ***Commercial intensity:*** minimum of **290 employees** per net commercial acre, except theaters and hotels. **(FAR of 1.8).**	- Pedestrian facilities - **15-min. transit** [3] **headways or less,** *especially in peak periods* - Multiple bus routes - Interconnected streets - New auto-oriented uses discouraged along corridor

[1] number of dwelling units per residentially-zoned acre (excluding commercial and other uses, streets, open space, etc.)

[2] **FAR** = 'Floor Area Ratio' - the ratio of building floor area to the area of the parcel or lot, including parking areas.

[3] Transit headway = frequency of transit service to a particular location.

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	STRATEGY CHARACTERISTICS:			
6. **Increase Density Near Transit Stations** Compact residential and commercial uses within 1/4 to 1/2 mile of significant stations	***Residential density:*** At least **70 dwelling units/net** residential acre, on average. ***Commercial intensity:*** minimum of **360 employees** per net commercial acre, except theaters and hotels. **(Floor Area Ratio (FAR): 2.2)**	***Residential density:*** At least **50 dwelling units/net** residential acre, on average. ***Commercial intensity:*** minimum of **340 employees** per net commercial acre, except theaters and hotels. **(FAR about 2.1)**	***Residential density:*** At least **40 dwelling units/net** residential acre, on average. ***Commercial intensity:*** minimum of **330 employees** per net commercial acre, except theaters and hotels. **(FAR about 2.0)**	- Pedestrian facilities - **15-min transit headways or less** - New auto-oriented uses discouraged near stations
7. **Provide Pedestrian Facilities** Direct, accessible pedestrian routes to encourage walking	**Design features include:** - **crosswalks and pedestrian-actuated traffic signals** - **wide sidewalks (5-10 ft)** - **protection from fast vehicular traffic** - **short block-faces** - **minimal building setbacks** - **on-street entries to buildings**	**Design features:** ***same as for Urban Level 1***	**Design features:** ***same as for Urban Level 1***	- **Neighborhood services within 1/2 mile of most residences** - Direct connections for pedestrians and bicycles - Interconnected street pattern - Routes that link compact, clustered development - Traffic calming measures

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	STRATEGY CHARACTERISTICS:			
8. Develop Interconnected Travel Network Regular grid or other inter-connected street system	**Encourage multiple streets over isolated, hierarchical multi-lane arterials**	***Same as for Urban Level 1***	***Same as for Urban Level 1***	- Pedestrian/bicycle connections - Short blocks
9. Provide Strategic Parking Facilities Reduced parking supply to reflect the increased transit use and walking/bicycling occurring as a result of implemented strategies. Management of parking should vary by land use type and proximity to transit service. Parking should facilitate, not inhibit, walking and transit use.	***Design features include:*** **- Workplace parking managed at all locations** **- Supply does not exceed demand** **- On-street parking controlled** **- Parking shared among uses** **- Priority parking for bicycles, carpools, vanpools and 'zero-emission' vehicles**	***Same as for Urban Level 1***	***Same as for Urban Level 1***	- Pedestrian and bicycle facilities - Mixed uses within walking distance - Transit service (amount varies by situation)

* Performance Goal Level: Average Vehicle Miles Traveled per Household per Year

TABLE 6-1a

Case Study Examples of
URBAN COMMUNITIES

SAMPLE COMMUNITY	REGIONAL LOCATION	AVERAGE VMT Per Household Per Year	PERFORMANCE GOALS: Average Vehicle Miles of Travel per Household per Year
San Francisco (downtown and nearby areas)	San Francisco (SF) Bay Area	**5,500**	**Urban Level 1: (<10,000)**
Sacramento (central area)	Sacramento	**10,100**	**Urban Level 2: (10,000 to 13,000)**
San Francisco (total)	SF Bay Area	**11,300**	
Berkeley (central area)	SF Bay Area	**12,500**	
Beverly Hills (southwestern)	Los Angeles	**13,000**	
Rockridge District (Oakland)	SF Bay Area	**14,300**	**Urban Level 3: (13,001 to 16,000)**
Santa Monica (southern area)	Los Angeles	**14,700**	
Long Beach (southern area)	Los Angeles	**15,300**	
San Diego (Uptown area)	San Diego	**15,500**	

* Sources: JHK & Associates, *Transportation-Related Land Use Strategies to Minimize Mobile Source Emissions,* 1995, Table 5-2. Source of community data: Dr. John Holtzclaw, *Using Residential Patterns and Transit to Decrease Auto Dependence and Costs,* June 1994. (Community data was grouped and annotated by JHK & Associates and ARB staff.)